

AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT		1. CONTRACT ID CODE K		PAGE OF PAGES 1 8	
2. AMENDMENT/MODIFICATION NO. 0002		3. EFFECTIVE DATE See Blk. 16C		4. REQUISITION/PURCHASE REQ. NO. N/A	
5. PROJECT NO. (If applicable)		6. ISSUED BY DEFENSE ENERGY SUPPORT CENTER, ROOM 2954 8725 JOHN J. KINGMAN ROAD, SUITE 4950 FT. BELVOIR, VA 22060-6222 FAX 703-767-9044 BUYER/SYMBOL – Sae-Jin Yu PHONE - (703) 767-9496 PPNs: 1.1d, 1.1i, 1.1b, 1.1j		7. ADMINISTERED BY (If other than Item 6) CODE SP0600	
8. NAME AND ADDRESS OF CONTRACTOR (NO., street, city, county, State, and ZIP Code)			X	9a. AMENDMENT OF SOLICITATION NO. SP0600-04-R-0033	
				9b. DATED (SEE ITEM 11) December 18, 2003	
				10a. MODIFICATION OF CONTRACT/ORDER NO.	
				10b. DATED (SEE ITEM 13)	
11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS					
<p>[X] The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offers [] is extended, [X] is not extended. Offers must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended, by one of the following methods: (a) By completing Items 8 and 15, and returning <u>1</u> copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.</p>					
12. ACCOUNTING AND APPROPRIATION DATA (If required)					
13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS, IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.					
	A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10a.				
	B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(b)				
	C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF:				
	D. OTHER (Specify type of modification and authority)				
E. IMPORTANT: Contractor [X] is not, [] is required to sign this document and return _____ copies to the issuing office.					
14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible..)					
<p>The following changes are incorporated into Solicitation SP0600-04-R-0033.</p> <p>See Attached Pages.</p>					
Except as provided herein, all terms and conditions of the document referenced in Item 9a. or 10a., as heretofore changed, remains unchanged and in full force and effect.					
15A. NAME AND TITLE OF SIGNER (Type or print)			16A. NAME OF CONTRACTING OFFICER CLAUDIA W. STITES		
15B. NAME OF CONTRACTOR/OFFEROR BY _____ (Signature of person authorized to sign)		15C. DATE SIGNED		16B. UNITED STATES OF AMERICA BY _____ (Signature of Contracting Officer)	
				16C. DATE SIGNED	

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The following changes are made to the Solicitation Package:

(1) Updated Clauses:

(a) C16.01 Turbine Fuel, Aviation (JP4/JP5) (Bulk) (DESC FEB 2004) is replaced by Clause **C16.01.100 Turbine Fuel, Aviation (JP4/JP5) (Bulk) (DESC JAN 2004)**, which appears on page 5 of this amendment. Please note that the sulfur content under this clause is **0.20** mass percent maximum.

(b) Clause C16.64-1 Turbine Fuel, Aviation (JP8) (Atl/Eur/Med) (DESC JUL 2003) is replaced by **C16.64-1 Turbine Fuel, Aviation (JP8) (Atl/Eur/Med) (DESC MAR 2004)**, which appears on page 6 of this amendment.

(2) Deleted Clause:

Clause **L203 Hand carried Offers and Express Delivery Service (DESC JAN 1998)** is deleted in its entirety.

(3) Important Reminder:

(a) If a contract is awarded without PORTS accessibility, the contractor is responsible for submitting a copy of documents and reports to DESC-BP in accordance with Clause **E40.05 Material Inspection and Receiving Report (DESC MAR 2000)**.

(b) If a contract is awarded with PORTS accessibility, the contractor is responsible for submitting a copy of documents and reports to DESC-BP in accordance with Clause **E40.07 Material Inspection and Receiving Report - Paperless Ordering and Receipt Transaction Screens (PORTS) (BULK) (DESC SEP 2003) (DESC MAR 2000)**.

(c) The tentative date for the closing of negotiations is May 4, 2004, and the Final Proposal Revision is due on May 5, 2004.

(4) Quantity Changes:

(a) **F76:** The total estimated quantity is decreased by 19,740,000 USG from 80,960,000 USG to **61,220,000** USG.

- Page 10, quantity for line item 0001, DFSP Rota, SP is decreased by 9,870,000 USG from 39,480,000 USG to **29,610,000** USG.
- Page 10, quantity for line item 0002, DFSP Augusta, IT is decreased by 9,870,000 USG from 29,610,000 USG to **19,740,000** USG.

<u>MODE</u>	<u>FSII</u>	<u>SDA</u>	<u>CI</u>	<u>MAX PARCEL</u>
TANKER	NONE	NONE	NONE	50,000 BBLs
BARGE	NONE	NONE	NONE	
PIPE	NONE	NONE	NONE	

Note: 1. Max parcel size at Augusta for Tanker throughput is 50,000 BBLs.

2. Barge mode restricted to destination offers.

3. The note in the solicitation for pipeline deliveries remains unchanged.

(b) **JP5**: The total estimated quantity is increased by 9,870,000 USG from 19,740,000 USG to **29,610,000** USG.

- Page 12, quantity for line item 0101, DFSP Rota, SP is decreased by 65,000 USG from 5,000,000 USG to **4,935,000** USG.
- Page 12, quantity for line item 0102, DFSP Souda Bay, GR is increased by 9,935,000 USG from 14,740,000 USG to **24,675,000** USG.

(c) **JP8**: The total estimated quantity is decreased by 46,088,000 USG from 503,914,000 USG to **457,826,000** USG.

- Page 13, quantity for line item 0201, DFSP CEPS, FR is decreased by 35,000,000 USG from 250,000,000 USG to **215,000,000** USG.
- Page 13, quantity for line item 0202, Chievres AB, BE is increased by 100,000 USG from 400,000 USG to **500,000** USG.
- Page 14, quantity for line item 0204, Ramstein AFB, GE is decreased by 22,100,000 USG from 144,600,000 USG to **122,500,000** USG.
- Page 14, quantity for line item 0205, Rhein-Main, GE is decreased by 13,000,000 USG from 78,000,000 USG to **65,000,000** USG.
- Page 14, quantity for line item 0207, DFSP GPSS, UK is decreased by 4,780,000 USG from 64,000,000 USG to **59,220,000** USG. In addition, note E is deleted in its entirety, and note G is changed to read, "Product is required w/o additives. For U.K. locations, product must conform to Defence Standard 91-91/Issue 4 (DERD 2494) latest revision."
- Page 15, quantity for line item 0208, RAF Fairford, UK is increased by 1,000,000 USG from 2,000,000 USG to **3,000,000** USG.
- Page 15, quantity for line item 0209, RAF Lakenheath, UK is decreased by 5,000,000 USG from 32,000,000 USG to **27,000,000** USG.
- Page 15, quantity for line item 0210, RAF Mildenhall, UK is decreased by 780,000 USG from 30,000,000 USG to **29,220,000** USG.
- Page 15, quantity for line item 0211, N Italian PL SY (NIPS), IT is decreased by 5,808,000 USG from 13,200,000 USG to **7,392,000** USG.
- Page 15, quantity for line item 0212, Aviano AB, IT is decreased by 5,808,000 USG from 13,200,000 USG to **7,392,000** USG. The note for line item 0212 is further added as "Delivery date for the Aviano AB is January 1, 2005 - June 30, 2005 because NIPS/La Spezia port will be closed from March 1, 2004 - December 31, 2004. Therefore, deliveries into La Spezia cannot begin until January 1, 2005."
- Page 16, quantity for line item 0213, DFSP Rota, SP is increased by 5,500,000 USG from 78,500,000 USG to **84,000,000** USG.

- Page 16, quantity for line item 0215, Moron AB, SP is increased by 5,500,000 USG from 38,500,000 USG to **44,000,000** USG.
 - Page 16, quantity for line item 0216, Turkish NATO PL East (TNP), TK is decreased by 6,000,000 USG from 69,864,000 USG to **63,864,000** USG.
 - Page 17, quantity for line item 0218, Incirlik AB, TK is decreased by 6,000,000 USG from 24,000,000 USG to **18,000,000** USG.
- (b) **NEG JP8**: The total estimated quantity is decreased by 8,820,000 USG from 17,640,000 USG to **8,820,000** USG. (This quantity reflects 2004 requirement only; the requirement for 2005 is **zero** quantity.)
- Page 18, quantity for line item 0302, DFSP Thule AB, Greenland is decreased by 8,820,000 USG from 8,820,000 USG to **0** USG.
- (c) **NEG MUM**: The total estimated quantity is decreased by 60,000 USG from 200,000 USG to **140,000** USG. (This quantity reflects 2004 requirement only; the requirement for 2005 is **zero** quantity.)
- Page 19, quantity for line item 0401, DFSP Thule AB, Greenland is increased by 40,000 USG from 100,000 USG to **140,000** USG.
 - Page 19, quantity for line item 0402, DFSP Thule AB, Greenland is decreased by 100,000 USG from 100,000 USG to **0** USG.

C16.01.100 TURBINE FUEL, AVIATION (JP4/JP5) (BULK) (DESC JAN 2004)

(a) Specification MIL-DTL-5624U, dated January 5, 2004, Turbine Fuel, Aviation, Grades JP4 and JP5, applies. The requirements of Table 1 in the specification are modified as follows:

(1) **FILTRATION TIME TESTING.** Round upwards when reporting the filtration time, in minutes. For example, a filtration time of 4 minutes, 22 seconds, would be reported as 5 minutes.

(2) **HYDROGEN CONTENT.** ASTM D 5291 may be used in lieu of ASTM D 3701.

(3) **MICRO-SEPAROMETER (MSEP) REQUIREMENTS.** Prior to initial production under this contract, the Contractor shall elect, on a one-time basis, which MSEP limit will be met for the balance of the contract. If the Contractor introduces Fuel System Icing Inhibitor (FSII) and/or CI after verification of product conformance with the MSEP requirement, the product is not required to meet a fixed limit on subsequent MSEP tests.

(4) If the Contractor elects to verify conformance with the MSEP requirement on a sample of product that does not contain FSII and CI, an additional MSEP test shall be performed on a handblend containing jet fuel, FSII, CI, and AO (AO only if required). The MSEP result on this handblend is a REPORT ONLY requirement and shall be recorded corresponding to item 750X, both on the Standardized Test Report Form (see Attachment _____) and on the DD Form 250-1. This result shall be recorded with an asterisk next to it, and with a footnote below, stating, **“MSEP result is a ‘Report Only’ requirement. Original result of _____ (fill in actual result) on product containing the following additives: _____ (fill in combination of additives).”**

(5) **THERMAL STABILITY.** The thermal stability test (JFTOT), ASTM D 3241, shall be performed according to either Option A or B described below:

(i) **OPTION A.** In addition to the thermal stability testing requirements of MIL-DTL-5624U, an additional JFTOT test shall be performed with the temperature of the test being 275 degrees Celsius (530 degrees Fahrenheit). Shipments will not be delayed pending results of this additional JFTOT test.

(ii) **OPTION B.** The thermal stability test shall be performed with the temperature of the test being 275 degrees Celsius (530 degrees Fahrenheit) in lieu of the normal 260 degrees Celsius (500 degrees Fahrenheit). If the fuel fails the JFTOT at this temperature, a second test will be performed at 260 degrees Celsius (500 degrees Fahrenheit). If both tests are performed, the results of the test at 260 degrees Celsius (500 degrees Fahrenheit) will be the basis for acceptance or rejection of the fuel.

(iii) Regardless of which option is chosen (Option A or B above), the test temperature and the results of the JFTOT shall be recorded on the DD Form 250-1 and on the Standardized Test Report Form. If using the Standardized Test Report Form, the results obtained at 260 degrees Celsius shall be reported as using series “B” for item numbers 601, 602, and 603. If another temperature is used, use series “A” to report the results and item 604A to report the test temperature.

(6) **EXISTENT GUM.** The preferred vaporizing medium for aviation turbine fuel is steam, however, the existent gum test (ASTM D 381-01) may be performed using air as the vaporizing medium at the following operating temperatures: Bath: 232 to 246 degrees Celsius; Test well: 229 to 235 degrees Celsius. If air is used instead of steam while performing ASTM D 381, it must be reported. In case of a failure with air, the sample must be retested using steam.

(b) **ADDITIVES.**

(1) Additives are required for deliveries of JP4 and JP5, per MIL-DTL-5624U, unless addition is excluded by specific solicitation line item, applicable contract clause, or other contractual requirement. FSII included in jet fuel shall conform to MIL-DTL-85470B dated June 15, 1999.

(2) The DD Form 250-1 for marine shipments shall cite the type, name, and amount (in milligrams per liter) of additives added to the fuels.

(3) The CI/LI additive(s) used shall be of the type and concentration cited in QPL 25017-19 dated March 5, 2001. Only the following CI/LI additives are approved for inclusion in fuel shipments to overseas NATO countries: Apollo PRI-19, Octel DCI-4A, HITEC 580, NALCO/EXXON 5403, Mobilad F800, TOLAD 4410, and TOLAD 4445.

(4) For JP4 containing hydrogen-treated blending stocks, the following applies: Where a finished fuel consists of a blend of hydrogen-treated and nonhydrogen-treated components, the requirement for mandatory addition of antioxidant (MIL-DTL-5624U, paragraph 3.3.1) applies only to the portion of the blend that has been hydrogen treated. In such cases the proportion of the blend that has been hydrogen treated shall be reported.

(5) Line injection of additives (FSII and corrosion inhibitor) from shipping tank to delivery conveyance or other f.o.b. point is permitted under the following conditions:

(i) Additives must be proportionately injected throughout the entire loading process to ensure the additive is homogeneously blended into the jet fuel. The Contractor shall maintain records evidencing the homogeneous blending of all line injected additives. Such methods may include meter or tank gauge readings or test results taken at intervals to provide confidence in the injection process.

(ii) When FSII is required, additive concentration must be verified based on a representative shipment sample(s).

(iii) Conformance to specification requirements at the custody transfer point is required; however, prior to shipment, a laboratory handblend of jet fuel with all additives required by this contract shall be tested to verify compliance with the required specification (except for Reid Vapor Pressure (RVP) and MSEP). Using a separate representative sample, RVP analysis of JP4 shall be performed without the additives

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present due to the sensitivity of the test to sampling and handling. MSEP analysis shall be performed per Contractor's election in MIL-DTL-5624U, dated January 5, 2004.

(6) When the addition of Static Dissipator Additive (SDA) is required by the contract, the new formulation of STADIS 450 (active ingredient dinonylnaphthylsulfonic acid (DINNSA)) shall be used.

(c) **APPLICABLE TO JP5 ONLY.**

(1) **TOTAL SULFUR CONTENT.** The total sulfur content of JP5 shall be 0.20 mass percent maximum.

(2) **FLASH POINT TESTING.** The referee procedure for performing flash point testing of JP5 shall be the manual version of ASTM D 93 as opposed to the automated version of ASTM D 93.

(3) **REPORTS.** Refer to the MATERIAL INSPECTION RECEIVING REPORT clause for reporting requirements. In addition, copies of the applicable DD Form 250 or DD Form 250-1 shall be submitted with a laboratory analysis report for each tank of product lifted. This documentation shall be submitted to the address identified in the MATERIAL INSPECTION AND RECEIVING REPORT clause and to the address shown below:

NAVAL AIR SYSTEMS COMMAND
FUELS AND LUBRICANTS DIVISION, AIR 4.4.5
22229 ELMER ROAD, UNIT 4, BLDG 2360
PATUXENT RIVER, MD 20670-1534

(d) **APPLICABLE TO JP4 ONLY.**

(1) With the exception of the fuel electrical conductivity test requirement, JP4 must meet the specification test requirements of MIL-DTL-5624U with all additives required by this contract included, except SDA. After verifying specification conformance, SDA, when required by this contract, shall be added proportionately to obtain a conductivity range of 150-600 picosiemens per meter. SDA will not be preblended with FSII, but may be injected simultaneously. The Contractor is not required to report or verify the conductivity level when SDA is injected while loading delivery conveyances due to the SDA equilibrium rate in JP4. The receiving activity will measure the conductivity and advise the Quality Representative to have the Contractor adjust the SDA injection quantity if necessary.

(2) SDA is required to be added to all JP4 shipped directly to an end user by tank truck, tank car, barge, or pipeline without passing through a terminal. SDA is not required in shipments to (through) a DFSP.

(3) **REPORTS.** Refer to the MATERIAL INSPECTION AND RECEIVING REPORT clause for reporting requirements.

(DESC 52.246-9FNK)

C16.64-1 TURBINE FUEL, AVIATION (JP8) (ATL/EUR/MED) (DESC MAR 2004)

(a) For United Kingdom locations, product must conform to Defence Standard 91-91/Issue 4 (DERD 2494), dated June 14, 2002.

(b) For all other locations, Aviation Turbine Fuel shall conform to MIL-DTL-83133E, dated April 1, 1999, modified as follows:

(1) Copper content by IP 225 shall be limited to 150 micrograms/kg maximum. This requirement is waived if fuel is not processed by copper sweetening.

(2) **MERCAPTAN SULFUR REQUIREMENT.** A mercaptan sulfur of 0.003 maximum mass percent is allowed for shipments into the Central European Pipeline System (CEPS) only.

(3) **ADDITIVE REQUIREMENTS.**

(i) Metal deactivator additive shall not be used in JP8 unless the supplier has obtained written consent from the Procuring Activity. If written approval has been granted, a metal deactivator, N,N disalicylidene-1,2-propanediamine, may be blended into the fuel in an amount not to exceed 5.7 mg active ingredient per liter of fuel.

(ii) Corrosion inhibitor/lubricity improver (CI/LI) is not required/permitted unless stated otherwise in the Schedule. When required, the following CI/LI additives shall be added at the appropriate concentration listed below:

<u>INHIBITOR</u>	<u>CONCENTRATION, GRAMS PER CUBIC METER</u>
Apollo PRI-19	18-22.5
Octel DCI-4A	9-22.5
Hitec 580	15-22.5
Nalco/Exxon 5403	12-22.5

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Mobildad F800	12-22.5
IPC 4410	9-22.5
IPC 4445	19-22.5

For deliveries to La Spezia, Italy, the corrosion inhibitor (CI) shall be 3.5 g/m³ above the minimum effective concentration identified in QPL-25017-19, dated March 15, 2001, for any of the approved corrosion inhibitors.

(iii) Immediately after processing, antioxidant shall be added to hydrotreated fuels. Antioxidants listed in paragraph 3.3.1.1 of MIL-DTL-83133E, dated April 1, 1999, are acceptable at a concentration of not less than 17.2 mg and not more than 24.0 mg of active ingredient per liter of fuel (6.0 to 8.4 lb/1000 barrels). For JP8 containing hydrogen treated blendstocks, the following applies: Where a finished fuel consists of a blend of hydrogen treated and nonhydrogen treated components, the requirement for mandatory addition of antioxidant (MIL-DTL-83133E, dated April 1, 1999, paragraph 3.3.1) applies only to the portion of the blend that has been hydrogen treated. In such cases, the proportion of the blend that has been hydrogen treated shall be reported.

(iv) For deliveries to the following locations, Fuel System Icing Inhibitor (FSII) is required:

- (A) Lajes Field, Azores.
- (B) Thule AB, Greenland.
- (C) Truck deliveries to Gioia del Colle, Italy, and Aviano Airbase, Italy.

When required, FSII shall conform to MIL-DTL-85470B, dated June 15, 1999, at a concentration of 0.10 to 0.15 volume percent, unless otherwise stated in the Schedule.

(v) The requirement for static dissipator additive (SDA) (see MIL-DTL-83133E, dated April 1, 1999, paragraph 3.3.3 and fuel electrical conductivity requirement in Table I) is deleted unless stated otherwise in the Schedule. The new formulation of STADIS 450 (active ingredient dinonylnaphthylsulfonic acid (DINNSA)) shall be used when SDA is required.

(4) WATER SEPARATION INDEX MODIFIED/MICRO SEPAROMETER (MSEP) RATING LIMITS.

(i) Refer to MIL-DTL-83133E, dated April 1, 1999.

(ii) Prior to initial production under this contract, the Contractor shall elect, on a one-time basis, which MSEP limit will be met for the balance of the contract. If the Contractor introduces FSII and/or CI after verification of product conformance with the MSEP requirement, the product is not required to meet a fixed limit on subsequent MSEP tests.

(iii) If the Contractor elects to verify conformance with the MSEP requirement on a sample of product that does not contain FSII and CI, an additional MSEP test shall be performed on a handblend containing jet fuel, FSII, CI, and AO (AO only if required). The MSEP result of this handblend is a REPORT ONLY requirement, and shall be recorded on the DD Form 250-1 and on the Standard Report Form (see Attachment ____) as item number 750X. This result shall be recorded with an asterisk next to it, and with a footnote below, stating "MSEP result is a REPORT ONLY requirement." Original result of _____ on product containing the following additives applies:

(c) **LINE INJECTION OF ADDITIVES** (applies to product conforming with the specifications of (a) or (b) above). Line injection of FSII, CI, and SDA from shipping tank to delivery conveyance or other f.o.b. point is permitted under the following conditions:

(1) Additives must be proportionately injected throughout the entire loading process to ensure the additive is homogeneously blended into the jet fuel. The Contractor shall maintain records evidencing the homogeneous blending of all line injected additives. Such methods may include meter or tank gauge readings or test results taken at intervals to provide confidence in the injection process.

(2) When FSII is required, additive concentration (refer to MIL-DTL-83133E, dated April 1, 1999, specification for test methods permitted) must be verified based on a representative shipment sample(s).

(3) Conformance to specification requirements at the custody transfer point is required; however, prior to shipment, a laboratory handblend of jet fuel with all additives required by this contract shall be tested to verify compliance with the required specification (MSEP analysis shall be performed per Contractor's election in subparagraph (a)(5) above). The MSEP result on this handblend is a REPORT ONLY requirement

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and shall be recorded as item 750X, both on the Standardized Test Report Form (see Attachment _____) and on the DD Form 250-1. A footnote in the Standard Test Report Format will list the additives contained in the 750X sample.

(d) **TESTING** (applies to product conforming with the specifications of paragraph (b) above).

(1) **PARTICULATE CONTAMINATION (PC) TESTING AND FILTRATION TIME (FT) TESTING.**

(i) **PC/FT TESTING.** A minimum sample size of four liters shall be filtered. Use of two membrane filters (a test membrane filter and a control membrane filter) is not required. Use of a single filter is acceptable.

(ii) **FT TESTING.** Round upwards when reporting the filtration time in minutes. For example, an filtration time of 10 minutes, 18 seconds, would be reported as 11 minutes.

(2) **THERMAL STABILITY.** The thermal stability test (JFTOT), ASTM D 3241, shall be performed according to either option A or B described below:

(i) **OPTION A.** In addition to the thermal stability testing requirements MIL-DTL-83133E, dated April 1, 1999, an additional JFTOT test shall be performed with the temperature of the test being 275 degrees Celsius (530 degrees Fahrenheit) . Shipments will not be delayed pending results of this additional JFTOT test.

(ii) **OPTION B.** The thermal stability test shall be performed with the temperature of the test being 275 degrees Celsius (530 degrees Fahrenheit) in lieu of the normal 260 degrees Celsius (500 degrees Fahrenheit). If the fuel fails the JFTOT at this temperature, a second test will be performed at 260 degrees Celsius (500 degrees Fahrenheit). If both tests are performed, the results of the test at 260 degrees Celsius (500 degrees Fahrenheit) will be the basis for acceptance or rejection of the fuel.

(iii) Regardless of which option is chosen (Option A or B above), the test temperature and the results of the JFTOT shall be recorded on the DD Form 250-1 and on the Standardized Test Report Form. When completing the Standardized Test Report Form, the results obtained at 260 degrees Celsius shall be reported using series "B" for item numbers 601, 602 and 603. If a different temperature is used, use series "A" to report the results and item 604A to report the test temperature.

(e) **TEST CONDITIONS AND REPORTS.**

(1) **EXISTENT GUM.** The preferred vaporizing medium for aviation turbine fuel is steam, however, the existent gum test may be performed using air as the vaporizing medium at the following operating temperatures: Bath: 232 to 246 degrees Celsius; Test well: 229 to 235 degrees Celsius.

(2) **REPORTS.**

(i) Refer to the MATERIAL INSPECTION AND RECEIVING REPORT clause for additional reporting requirements.

(ii) The DD Form 250-1 for marine shipments shall cite the type, name, and amount of additives added to the fuel.

(DESC 52.246-9FNQ)